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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1A

COUNTRY Hungary

SUBJECT Road Construction in Hungary

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PLACE ACQUIRED
(BY SOURCE)DATE ACQUIRED
(BY SOURCE)

DATE (OF INFO.) 53

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ORR NO.

DAS NO.

OCI NO.

DATE DISTR. 28 Dec 1953

NO. OF PAGES 4

NO. OF ENCLS. 1

SUPP. TO
REPORT NO.

1. Previous situation: Up to 1940 the road development project in Hungary had been kept in step with the development of the economic needs of the country and the developing international motorization. Thus all large transverse concrete highways were an adequate link between the West and the East across the Danube Valley. The following highways were in existence, and could be developed after the war:
 - a. No. 1 Highway. Budapest-Győr-Hegyeshalom, linking up with the highway to Vienna and thus with the Danubian Valley road-net.
 - b. No. 2 Highway. Budapest-Vác with further development and linking up with the Czechoslovak road-net crossing Losonc.
 - c. No. 3 Highway. Budapest-Hatvan-Miskolc with further planned development towards Sátoraljaujhely, and linking up with the Polish road-net via Ungvár, 'rzemysl and Lemberg.
 - d. No. 4 Highway. Budapest-Cegléd-Szolnok-Karcag-Debrecen, connecting with the Bucharest highway via Nagy-varad and Brassó.
 - e. No. 5 Highway. Budapest-Kecskemét-Szeged, linking up with the Sophia highway via Temesvár-Orsova.
 - f. No. 6 Highway. Budapest, Kiskörös-Kiskunhalas connecting Belgrade via Szabadka-Ujvidek.

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- g. No. 7 Highway. Budapest-Székesfehérvár South shore of Lake Balaton, and a planned connection towards Zagreb and Fiume, via Nagykanizsa.
 - h. Highway No. 8 Budapest-Székesfehérvár-Szentgotthárd, linking up with Graz and thus the Austrian highway-net. Besides the above mentioned highways several industrial highways have been built according to the needs of industrial centers, and foreign tourism, such as for example the northern shore of Lake Balaton, Gyöngyös Lillafüred, etc.
2. Road Development Projects from 1945 to 1948. During this period first of all those roads ruined during the war were repaired extensively. All road construction was connected with the large scale heavy industrial program as scheduled by the Soviet Union. Therefore the building of the Budapest Szekszárd Mohács thruway, leading to the Combine at Mohács had begun. This road at present is ready for use, despite that in the meanwhile the project of the Mohács combine has been dropped.
 3. Road Development Projects after 1948. After Yugoslavia was severed from the Eastern bloc, and on the whole after the increasing controversies and political tension between East and West, the whole Hungarian roadbuilding project is being carried out according to Soviet military schedule. From this time on the building of roads for economic reasons became secondary. This period still prevails, and it is in this sense that road construction all over the country is carried out.
 4. The Yugoslav "treason" in 1948 had completely changed the strategic situation of the whole Eastern bloc. Europe's "underbelly" is not only undefended, but the seat of an enemy. The Hungarian-Yugoslav borderline is nowadays the most ticklish spot in Europe, as well as the undefended former historic Belgrade-Budapest military highway.
 5. The construction of highways in Hungary after 1948, can be classified according to the character and aims of the works as follows:
 - a. Road construction for the defense of the southern borders of the country, according to military plans.
 - b. Construction of roads of military importance in the northeastern part of the country.
 - c. Local military road construction.
 - d. Road constructions of industrial character.

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6. Details: The following road construction is going on or has been concluded in the defense of the southern part of the country:
- a. Concrete highway Mohács-Pécs, continuing the thruway as far as Pécs.
 - b. The concrete highway Szekszárd-Bátaszék, Pécsvárad, Pécs, across the Mecsek Mountain is nearing completion.
 - c. Concrete highway Bátaszék-Komló, Pécs also through the Mecsek Mountains nearing completion.
 - d. Widening of the Kaposvár Sásd-Pécs highway (to be 8 meters) cutting of curves, reconstruction of bridges and crossings is under way.
 - e. The construction of a new highway between Kaposvár and Szigetvár (details unknown). Above road construction increased the Mecsek district, hitherto poorly developed, with 4 large capacity highways.
7. Further details:
- a. Construction of the highway built as far as Balatonszentgyörgy, to be continued to Nagykanizsa, is under way.
 - b. The planned construction (small portions are ready only) of a highway running along the southern border, intended for the defense of same. One horizontal link runs Szeged-Kiskunhalas, Baja, Pécs, Nagykanizsa Szentgotthárd. Of this only the Kiskunhalas-Baja section is ready. The other horizontal connection road-net is being planned Mezőtur-Kecskemét-Dunaföldvár-Siofok, and links up with the Budapest-Nagykanizsa highway. Here the section between Kecskemét-Solt is nearing completion. These second front horizontal connecting roads are needed for a quick shift of forces.
8. Road constructions going on in the northeastern part of the country are aimed evidently to enlarge the rather narrow strategic area for the Soviet forces from Ruthenia, as far as to areas west and south of the River Tisza. Details of this construction are not quite clear yet. A section of a concrete highway between Szerencs-Sátozkaújhegy, connecting up with Miskolc is nearing completion. Another road between Nyíregyháza and Vásárosnamény is under construction.
9. Minor road construction of military character (all secondary roads) are hundreds in number. Such are being built in the vicinity of barracks, airports, radar stations, ammunition dumps etc. They must be mentioned, because the building of these puts also a great stress upon the road construction development of the country.
10. The industrial road construction is similar to those under paragraph 9. Two of them are important: A road linking Sztalinváros to the thruway, the roads of the aluminum plants and waterworks in the Bakony area, of the industrial plants at Galgavölgy and the road construction of the Borsod combine, etc.

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ENCLOSURE (A): Sketch Map Showing Location of Highways

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